

## **Appendix A – Trail Route Assessments**

Chapter Three discusses the general route of the proposed Corridor of Opportunity of the LMIAT through Sheboygan, Manitowoc, and Kewaunee Counties. This Appendix presents several potential trail route options through these counties. Trail route options do not necessarily represent the position of the future trail as trail may developed anywhere within the Corridor of Opportunity proposed in this Document.

**Possible Trail Route Options (East and West), through the Towns of Plymouth and Rhine, and the Village of Elkhart Lake**

	POSSIBLE TRAIL ROUTE (East)	POSSIBLE TRAIL ROUTE (West)
<b>TRAIL QUALITY</b>		
Trail Length	7.5 miles	9.5 miles
Road Crossings	twelve, including US Highway 67.	Fifteen, including US Highway 67.
Diversity and Interest of Route	Route passes between Elkhart Lake and Crystal Lake, then into the Village of Elkhart Lake. Passes through a variety of habitats such as meadows and woodlands.	Route passes east of Elkhart Lake and Crystal Lake. Passes through a variety of habitats such as meadows and woodlands.
Existing Development and Probability of Future Development	Tourism development within Village of Elkhart Lake and adjacent to Crystal Lake.	Tourism development is prevalent. Road America is a seasonal use that is not expected to grow.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. A portion of the trail would be pass through Quit-Qui-Oc Golf Course and the Village of Elkhart Lake. A portion of the trail would pass through LaBudde Creek State Wildlife Area. Five stream or wetland crossings would need to be constructed.	Much of the trail would be built on uplands requiring minimal development and maintenance. A portion of the trail would be pass through LaBudde Creek State Wildlife Area. Six stream or wetland crossings would need to be constructed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Approximately two miles (20%) of the proposed trail corridor passes through LaBudde Creek WDNR Wildlife area; approximately one mile is within the Village of Elkhart Lake.	Approximately two miles (20%) of the proposed trail corridor passes through LaBudde Creek WDNR Wildlife area.

**Possible Trail Route Options (East and West) through the Towns of Meeme and Schleswig**

	POSSIBLE TRAIL ROUTE (East)	POSSIBLE TRAIL ROUTE (West)
<b>TRAIL QUALITY</b>		
Trail Length	11 miles	10.5 miles
Road Crossings	Eleven, including a four-lane highway, State Highway 57/32, which is also the Sheboygan River crossing.	Ten, including a four-lane highway, State Highway 57/32, which is also the Sheboygan River crossing.
Diversity and Interest of Route	Much of this route travels from one lake to another along the edge of the Valders Lobe. The landscape is predominantly rural with areas of lowland and upland woods. Walla Hi Park is a highlight along this alternative.	Much of this route travels from one lake to another along the edge of the Valders Lobe. The landscape is predominantly rural with large areas of cropland and smaller areas of lowland and upland woods.
Existing Development and Probability of Future Development	The predominant land uses in the area are agricultural and open space with scattered residential developments at Millhome and School Hill. There are no plans for significant development within the trail corridor.	The predominant land uses in the area are agricultural and open space with scattered residential developments at Millhome and School Hill. There are no plans for significant development within the trail corridor. A large gravel pit is located near the intersection of Lax Chapel Road and State Highway 57/32.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Four stream or wetland crossings would need to be constructed, including a major crossing of the Sheboygan River.	Much of the trail would be built on uplands requiring minimal development and maintenance. Four stream or wetland crossings would need to be constructed, including a major crossing of the Sheboygan River.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Approximately ½ mile (4%) of the trail is on public lands.	Approximately ¼ mile (2%) of the trail is on public lands.

**Possible Trail Route Options (East and West) through the Town of Liberty, and Villages of St. Nazianz and Valders**

	POSSIBLE TRAIL ROUTE (East)	POSSIBLE TRAIL ROUTE (West)
<b>TRAIL QUALITY</b>		
Trail Length	7.7 miles	10.8 miles
Road Crossings	Twelve, including US Highway 151 and five streets in Valders.	Twenty, including US Highway 151, five streets in Valders, and five streets in St. Nazianz.
Diversity and Interest of Route	Route passes mostly through areas of cropland and upland. Some lowland woodlands are located adjacent to wetland areas including VanderBloemen Bog State Natural Area. Small urban areas are found within St. Nazianz and Valders.	Route passes through areas of mostly cropland and uplands. Some lowland woodlands are located adjacent to wetland areas including VanderBloemen Bog State Natural Area. Small urban areas are found within Valders.
Existing Development and Probability of Future Development	The predominant land uses in the area are agricultural, with concentrated residential development in the Village of Valders. There are no plans for significant development within the trail corridor. A large concrete and quarrying operation is located on the east side of the trail's route through Valders.	The predominant land uses in the area are agricultural, with concentrated residential developments in Valders and St. Nazianz. There are no plans for significant development within the trail corridor. A large concrete and quarrying operation is located on the east side of the trail's route through Valders.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Six stream or wetland crossings would need to be constructed.	Much of the trail would be built on uplands requiring minimal development and maintenance. Seven stream or wetland crossings would need to be constructed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Public right of way in the Village of Valders accounts for about 1.1 miles of the trail (14%). 45 acres of the Manitowoc County parcel on County Highway C would also be affected, as would the	Public right of way in the Village of Valders and Village of St. Nazianz account for about two miles of the trail (18%). The public landing at Pigeon Lake would also be affected.

	public landing at Pigeon Lake.	
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**Possible Trail Route Options (North and South) through the Town of Cato**

	POSSIBLE TRAIL ROUTE (North)	POSSIBLE TRAIL ROUTE (South)
<b>TRAIL QUALITY</b>		
Trail Length	5.5 miles	5.3 miles
Road Crossings	Six county or local roads.	Seven county or local roads.
Diversity and Interest of Route	Route passes through areas of mostly cropland and uplands. Some lowland woodlands are located adjacent to wetland areas and the Manitowoc River. Route also abuts the scenic waterfall at Cato Falls Park.	Route passes through areas of mostly cropland and uplands. Some lowland woodlands are located adjacent to wetland areas and the Manitowoc River. Route also abuts the scenic waterfall at Cato Falls Park.
Existing Development and Probability of Future Development	The predominant land uses in the area are agricultural with some upland and lowland woodland areas and scattered residential development. There are no plans for significant development within the trail corridor, though the north side of the Manitowoc River is experiencing increased pressure from residential development.	The predominant land uses in the area are agricultural with some upland and lowland woodland areas and scattered residential development. There are no plans for significant development within the trail corridor, though the Manitowoc River is experiencing increased pressure from residential development.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Six stream or wetland crossings would need to be constructed, including one crossing of the Manitowoc River.	Much of the trail would be built on uplands requiring minimal development and maintenance. Five stream or wetland crossings would need to be constructed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	½ mile section (12%) of trail through Lower Cato Falls Park.	½ mile section (12%) of trail through Lower Cato Falls Park

**Possible Trail Route Options (North and South) through the Town of Manitowoc Rapids and City of Manitowoc**

	POSSIBLE TRAIL ROUTE (North)	POSSIBLE TRAIL ROUTE (South)
<b>TRAIL QUALITY</b>		
Trail Length	6.1 miles	5.9 miles
Road Crossings	Six rural, including I-43	Eight rural, including I-43
Diversity and Interest of Route	Primarily cropland with scenic woodland areas along the Manitowoc River.	Primarily cropland with some scenic areas along the Manitowoc River.
Existing Development and Probability of Future Development	Primarily cropland with scattered residential development in the Town of Manitowoc Rapids. Urban development is also found in the City of Manitowoc	Primarily cropland with scattered residential development in the Town of Manitowoc Rapids. Urban development is also found in the City of Manitowoc
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Three stream or wetland crossings, including two crossings of the Manitowoc River, would need to be constructed.	Much of the trail would be built on uplands requiring minimal development and maintenance. Four stream or wetland crossings, including one crossing of the Manitowoc River, would need to be constructed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	No public lands will be used in the Town of Manitowoc Rapids. Public right-of-way will be used in the City of Manitowoc.	No public lands will be used in the Town of Manitowoc Rapids. Public right-of-way will be used in the City of Manitowoc.

**Possible Trail Route Options (North and South) through the Cities of Manitowoc and Two Rivers**

	POSSIBLE TRAIL ROUTE (North)	POSSIBLE TRAIL ROUTE (South)
<b>TRAIL QUALITY</b>		
Trail Length	11.5 miles	12.1 miles
Road Crossings	All urban streets, including a crossing of State Highway 42 in the City of Two Rivers.	All urban streets, including a crossing of State Highway 42 in the City of Two Rivers.
Diversity and Interest of Route	Urban trail corridor following the Manitowoc River and Lake Michigan shoreline offers one of the best views of Lake Michigan. Woodland Dunes offers a unique natural experience.	Urban trail corridor following the Manitowoc River and Lake Michigan shoreline offers one of the best views of Lake Michigan. Woodland Dunes offers a unique natural experience.
Existing Development and Probability of Future Development	Urban neighborhoods with a mix of commercial, industrial and residential uses. Well-established park system along the Manitowoc River and Lake Michigan shoreline in both cities.	Urban neighborhoods with a mix of commercial, industrial and residential uses. Well-established park system along Manitowoc River and Lake Michigan shoreline in both cities.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Manitowoc River, East Twin River, and West Twin River crossings on existing bridges	Manitowoc River, East Twin River, and West Twin River crossings on existing bridges
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Nearly 100% on public lands (only Woodland Dunes is private)	Nearly 100% on public lands (only Woodland Dunes is private)

**Possible Trail Route Options (South and North) through the Towns of Mishicot and Two Rivers, and the Village of Mishicot**

	POSSIBLE TRAIL ROUTE (South)	POSSIBLE TRAIL ROUTE (North)
<b>TRAIL QUALITY</b>		
Trail Length	15.2 miles	14 miles
Road Crossings	Fifteen, including State Highway 42 and State Highway 147 in the Village of Mishicot, and five village streets.	Eighteen, including State Highway 42 and State Highway 147 in the Village of Mishicot, and five village streets.
Diversity and Interest of Route	Scenic woodlands areas in Point Beach, croplands and uplands in the Town of Two Rivers, and views of Lake Michigan. Small town residential development in Mishicot.	Scenic woodlands areas in Point Beach, croplands and uplands in the Town of Two Rivers, and views of Lake Michigan. Small town residential development in Mishicot.
Existing Development and Probability of Future Development	Primarily cropland with scattered residential development in the Town of Two Rivers. Agricultural lands, woodlands, and natural areas in Point Beach State Forest and county lands.	Primarily cropland with scattered residential development in the Town of Two Rivers. Agricultural lands, woodlands, and natural areas in Point Beach State Forest and county lands.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Nearly five miles of trails would be on public lands in Point Beach State Forest or other public lands. Seven stream or wetland crossings would need to be constructed, including one on the East Twin River in Mishicot.	Much of the trail would be built on uplands requiring minimal development and maintenance. Nearly seven miles of trails would be on public lands in Point Beach State Forest or other public lands. Seven stream or wetland crossings would need to be constructed, including one on the East Twin River in Mishicot.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Nearly 8.8 miles (58%) of trail on public lands.	Nearly 6.5 miles (42%) of trail on public lands.



**Possible Trail Route Options (East and West) Through the Towns of Gibson and Mishicot**

	POSSIBLE TRAIL ROUTE (East)	POSSIBLE TRAIL ROUTE (West)
<b>TRAIL QUALITY</b>		
Trail Length	8.7 miles	10 miles
Road Crossings	Ten county or local roads.	Twelve county or local roads.
Diversity and Interest of Route	The trail passes through an area of upland and lowland woods and wetlands associated with the East Twin River valley.	The trail passes through an area of upland and lowland woods and wetlands associated with the East Twin River valley.
Existing Development and Probability of Future Development	Largely undeveloped land uses with woodlands, croplands and scattered residential development adjacent to the river. No large-scale development is expected in the area, though the river corridor is becoming more developed with large-lot residential uses.	Largely undeveloped land uses with woodlands, croplands and scattered residential development adjacent to the river. No large-scale development is expected in the area, though the river corridor is becoming more developed with large-lot residential uses.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Five stream or wetland crossings would need to be constructed, including one crossing of the East Twin River on local roads.	Much of the trail would be built on uplands requiring minimal development and maintenance. Seven stream or wetland crossings would need to be constructed, including three crossings of the East Twin River on local roads.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	No public lands have been identified in this proposed corridor.	No public lands have been identified in this proposed corridor.

**Possible Trail Route Options (*East & West*) through the Towns of Carlton and Franklin**

	POSSIBLE TRAIL ROUTE ( <i>East</i> )	POSSIBLE TRAIL ROUTE ( <i>West</i> )
TRAIL QUALITY		
Trail Length	14.7 miles	14.4 miles
Road Crossings	Fourteen county or local roads.	Fourteen county or local roads.
Diversity and Interest of Route	The trail passes through an area of croplands, and upland and lowland woods and wetlands associated with tributaries to the East Twin River.	The trail passes through an area of croplands, and upland and lowland woods and wetlands associated with tributaries to the East Twin River and Little Kettle Moraine.
Existing Development and Probability of Future Development	Largely undeveloped land uses dominated by croplands and scattered residential development. Small areas of concentrated residential development can be found in the communities of Boldt and Tisch Mills. No large scale development is expected in the area.	Largely undeveloped land uses dominated by croplands and scattered residential development. Small areas of concentrated residential development can be found in the communities of Boldt, Stangelville and Tisch Mills. No large scale development is expected in the area
ENVIRONMENTAL CONSIDERATIONS		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Eleven stream or wetland crossings would need to be developed.	Much of the trail would be built on uplands requiring minimal development and maintenance. Twelve stream or wetland crossings would need to be developed.
SOCIOLOGICAL CONSIDERATIONS		
Percent of Public Lands Utilized	No public lands have been identified for use in the proposed corridor.	No public lands have been identified for use in the proposed corridor.

**Possible Trail Route Options (*East & West*) through the Towns of Luxembourg and Montpelier**

	POSSIBLE TRAIL ROUTE ( <i>East</i> )	POSSIBLE TRAIL ROUTE ( <i>West</i> )
<b>TRAIL QUALITY</b>		
Trail Length	7 miles	8.4 miles
Road Crossings	Eight road crossings would be necessary, including one across State Highway 29.	Ten road crossings would be necessary, including one across State Highway 29.
Diversity and Interest of Route	The trail passes through an area of croplands, and upland and lowland woods and wetlands.	The trail passes through an area of croplands, and upland and lowland woods and wetlands.
Existing Development and Probability of Future Development	The trail corridor is dominated by croplands, scattered upland woodlands, and wetlands. Small areas of concentrated residential development can be found in the communities of Ellisville. No large scale development is expected in the area.	The trail corridor is dominated by croplands, scattered upland woodlands, and wetlands. Small areas of concentrated residential development can be found in the communities of Pilsen. No large scale development is expected in the area.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Four stream or wetland crossings would need to be developed.	Much of the trail would be built on uplands requiring minimal development and maintenance. One stream or wetland crossings would need to be developed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	No public lands have been identified for use in this proposed corridor.	No public lands have been identified for use in this proposed corridor.

**Possible Trail Route Options (E & W) Through the Towns of Casco and West Kewaunee and the City of Kewaunee**

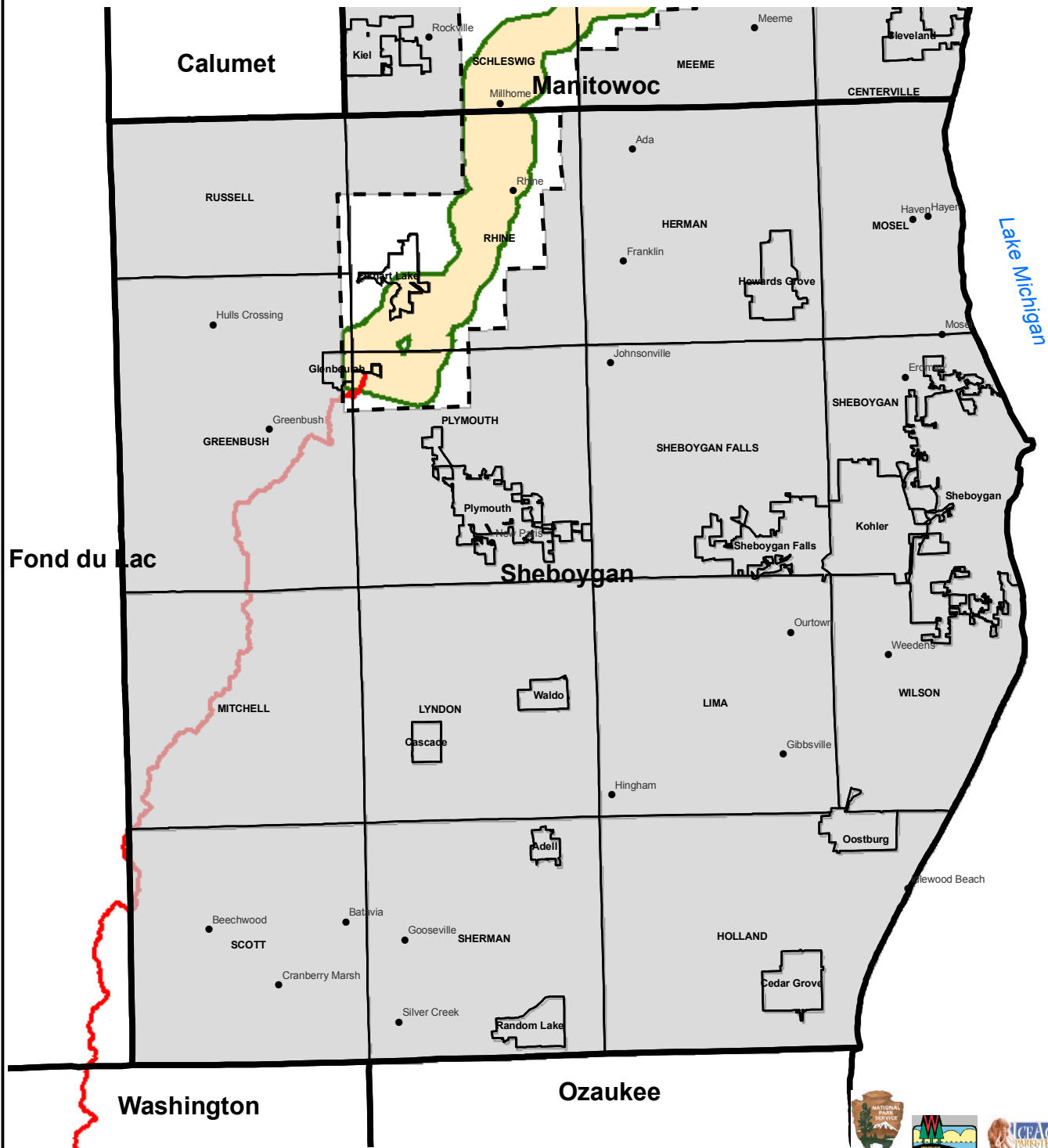
	POSSIBLE TRAIL ROUTE (East)	POSSIBLE TRAIL ROUTE (West)
<b>TRAIL QUALITY</b>		
Trail Length	14.2 miles	13.1 miles
Road Crossings	Eight, including State Highway 42 in the City of Kewaunee.	Seven county and local road crossings.
Diversity and Interest of Route	The trail follows the Kewaunee River valley along a very picturesque landscape. The Besadny Wildlife Area and Fish Facility are highlights of the area.	The trail follows the Kewaunee River valley along a very picturesque landscape.
Existing Development and Probability of Future Development	The trail corridor is dominated by upland woodlands and wetlands. The City of Kewaunee portion consists of a mix of residential and commercial development. No large scale development is expected in the area.	The trail corridor is dominated by upland woodlands and wetlands. No large scale development is expected in the area.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built along existing rail grade and would require minimal development and maintenance. Eight stream or wetland crossings would need to be developed, including two crossing of the Kewaunee River on rail bridges.	Much of the trail would be built along existing rail grade requiring minimal development and maintenance. Eight stream or wetland crossings would need to be developed, including two crossing of the Kewaunee River on rail bridges.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	Nearly 100 percent of this proposed corridor is located on public lands owned by the WDNR.	Nearly 100 percent of this proposed corridor is located on public lands owned by the WDNR, or public right-of-way in the City of Kewaunee.





**Possible Trail Route Options (*East & West*) through the Town of Pierce and the City of Algoma**

	POSSIBLE TRAIL ROUTE ( <i>East</i> )	POSSIBLE TRAIL ROUTE ( <i>West</i> )
<b>TRAIL QUALITY</b>		
Trail Length	11.6 to 13.6 miles	11.9 miles
Road Crossings	Nine, including two or three crossings of State Highway 42.	Twelve, including State Highway 42 in Algoma.
Diversity and Interest of Route	The trail passes through an area of croplands, and upland and lowland woods and wetlands overlooking Lake Michigan.	The trail passes through an area of croplands and uplands with some wetlands near Alaska Lake.
Existing Development and Probability of Future Development	The trail corridor is dominated by croplands and scattered wetlands. Concentrated residential development can be found in Algoma and Kewaunee and along the Lake Michigan shore. Scattered residential development is found at low densities throughout the area. An increase in residential development is expected along Lake Michigan.	The trail corridor is dominated by croplands and scattered wetlands. Concentrated residential development can be found in Algoma and Kewaunee, with scattered residential development throughout the area. No large scale development is expected in the area.
<b>ENVIRONMENTAL CONSIDERATIONS</b>		
Construction Impacts/ Number of Stream Crossings	Much of the trail would be built on uplands requiring minimal development and maintenance. Twelve stream or wetland crossings would need to be developed across small tributaries flowing to Lake Michigan.	Much of the trail would be built on uplands requiring minimal development and maintenance. Seven stream or wetland crossings would need to be developed.
<b>SOCIOLOGICAL CONSIDERATIONS</b>		
Percent of Public Lands Utilized	No public lands have been identified for use in this proposed corridor.	A 154 acre parcel owned by Kewaunee County is located just south of Alaska Lake.

# Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail

Sheboygan County, Wisconsin



-  Proposed Corridor
-  Possible Route Options
-  County Boundary
-  Existing Ice Age Trail



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# Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail

Manitowoc County, Wisconsin



- Proposed Corridor
- Possible Route Options
- County Boundary
- Existing Ice Age Trail

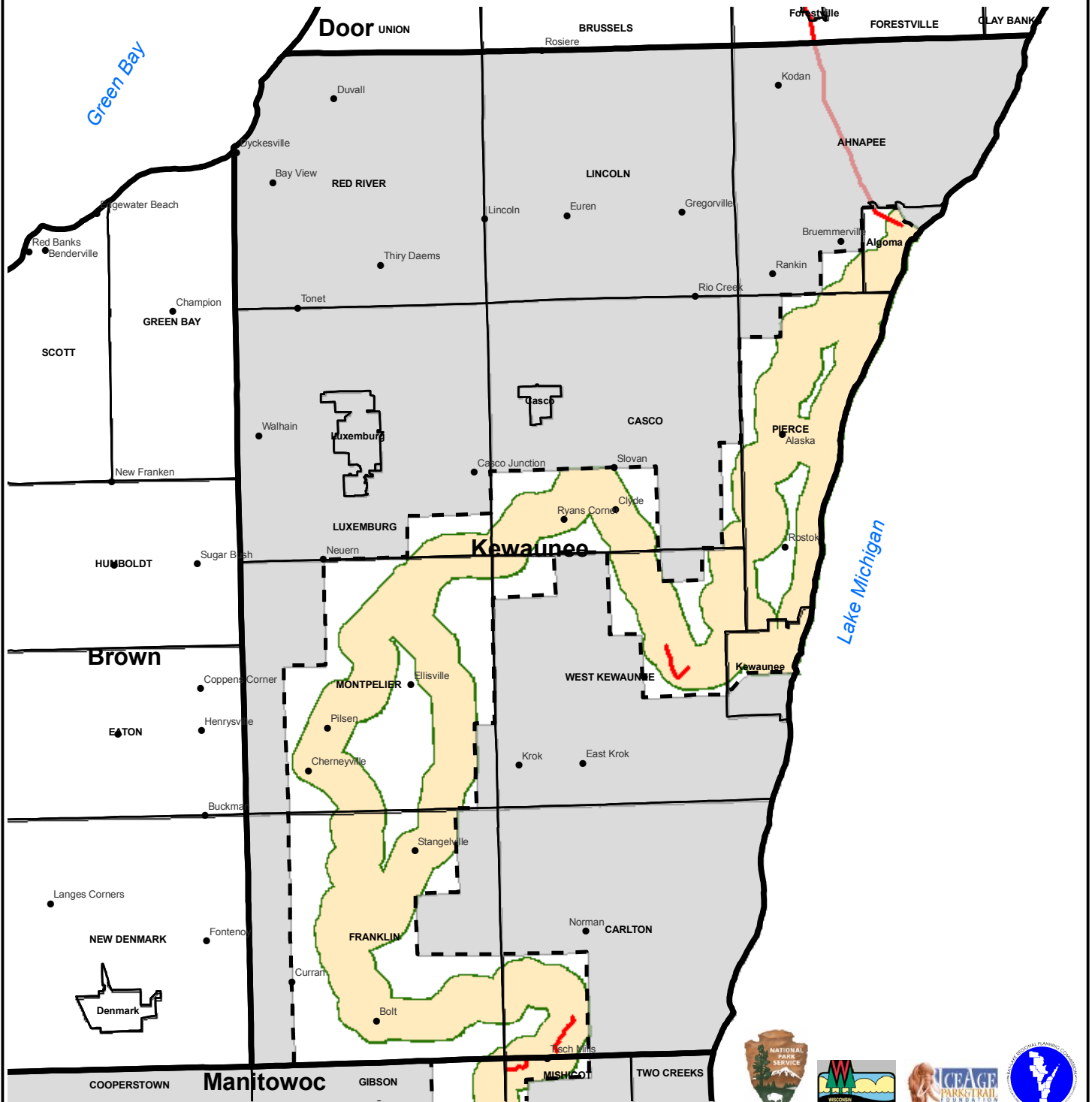


0.5 1 2 3 4 5 Miles



# Proposed Corridor and Possible Route Options for the Ice Age National Scenic Trail

Kewaunee County, Wisconsin



- Proposed Corridor
- Possible Route Options
- County Boundary
- Existing Ice Age Trail

